



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Councilmember At-Large
Rebecca Kaplan, City of Oakland

Commission Vice Chair

Mayor Bill Harrison, City of Fremont

AC Transit

Director Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

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Mayor John Marchand

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Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, June 13, 2016, 11:15 a.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

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Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

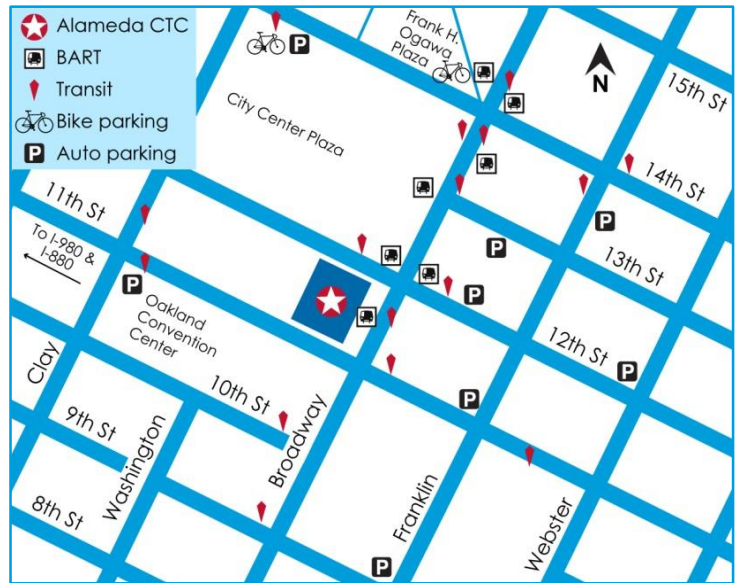
Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Planning, Policy and Legislation Committee Meeting Agenda Monday, June 13, 2016, 11:15 a.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Chair: Councilmember Ruth Atkin, City of Emeryville
Vice Chair: Mayor Barbara Halliday, City of Hayward
Commissioners: Laurie Capitelli, Wilma Chan, Scott Haggerty, John Marchand, Rebecca Saltzman
Ex-Officio Members: Rebecca Kaplan, Bill Harrison
Staff Liaison: Tess Lengyel
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

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4.1. [May 9, 2016 PPLC Meeting Minutes: Approve the April 11, 2016 meeting minutes.](#)

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4.2. [Congestion Management Program \(CMP\): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#)

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5. Legislation

5.1. [June Legislative Update: Receive an update on federal, state and local legislative activities and approve legislative positions.](#)

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6. Planning and Policy

6.1. [Draft Alameda Countywide Multimodal Arterial Plan: Approval of the Draft Countywide Multimodal Arterial Plan](#)

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6.2. [Alameda Countywide Transit Plan: Approval of the Final Countywide Transit Plan](#)

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7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: July 11, 2016

All items on the agenda are subject to action and/or change by the Commission.

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Planning, Policy and Legislation Committee Meeting Minutes Monday, May 09, 2016, 11:15 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present. Commissioner Campbell-Washington was present as an alternate for Commissioner Chan.

Subsequent to the roll call:

Commissioner Saltzman left prior to the vote on item 6.5.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. April 11, 2016 PPLC Meeting Minutes: Approval of the April 11, 2016 meeting minutes

4.2. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Commissioner Kaplan moved to approve the Consent Calendar. Commissioner Marchand seconded the motion. The motion passed with the following vote:

Yes: Atkin, Halliday, Haggerty, Saltzman, Marchand, Campbell-Washington, Capitelli, Harrison, Kaplan

No: None

Abstain: None

Absent: None

5. Legislation

5.1. May Legislative Update: Receive an update on state and federal legislative activities and approve legislative positions

Tess Lengyel provided an update on state and federal legislative activities. She covered the state and federal budgets, federal transportation issue and legislative initiatives. She then recommended approval of positions on the following bills:

AB 1780 (Medina)- Support Position

AB 2170 (Frazier)- Support Position

AB 2289 (Frazier)- Support Position

Commissioner Saltzman asked what the impacts were of deleting consideration of the State Air Resources Board Sustainable Freight Strategy as mentioned in AB 2107. Tess stated that the deletion is a technical reference to updated plans that will be adopted by the state in the budget timeframe.

Commissioner Saltzman then circulated a letter from several transportation advocates regarding concerns surrounding AB 1780 and suggested that the Commission not take a support position on the bill.

Commissioner Kaplan asked for an update on the three transportation funding bills that were proposed by the Governor, the Chair of the Assembly, and Senator Bell. Tess provided an overview of the three proposals and stated that the May revise will be released later in the week and staff will be able to determine if the governor's proposal changed.

Commissioner Saltzman motioned to approve staff's recommendations to take a support position on AB 2170 and AB 2289 but take no position on AB 1780. Commissioner Halliday seconded the motion. Commissioner Haggerty made a substitute motion to approve AB 2170 and AB 2289 as recommended by staff and let the committee members vote on a position for AB 1780. Commissioner Halliday seconded the motion. The substitute motion to approve AB 2170 and AB 2289 passed with the following vote:

Yes: *Atkin, Halliday, Haggerty, Saltzman, Marchand, Campbell-Washington, Capitelli, Harrison, Kaplan*
No: *None*
Abstain: *None*
Absent: *None*

A roll call vote was then held to accept staff recommendation for a support position on AB 1780. The recommendation did not pass with the following vote:

Yes: *Haggerty, Marchand, Harrison*
No: *Atkin, Halliday, Saltzman, Campbell-Washington, Capitelli*
Abstain: *Kaplan*
Absent: *None*

Commissioner Kaplan then made a motion that the agency request that the lobbyists advocate for statewide transportation funding bills. Commissioner Harrison seconded the motion. The motion passed with the following vote:

Yes: *Atkin, Halliday, Saltzman, Marchand, Campbell-Washington, Capitelli, Harrison, Kaplan*
No: *None*
Abstain: *Haggerty*
Absent: *None*

6. Planning and Policy

6.1 Congestion Management Program: Receive an update on the 2015 Performance Report

Matthew Bromberg provided an update on the 2015 Congestion Management Program Performance Report. He stated that the Performance Report tracks trends in a series of performance measures, which are quantitative metrics used to assess progress toward specific goals. Matthew covered population and job growth, commute volumes, and data surrounding commute modes and freeway delays. He provided information on BART, commuter rail and ferry ridership as well as ADA paratransit ridership. Matthew concluded by providing collision data and information on housing as related to transit.

This item was for information only.

6.2 Countywide Multimodal Arterial Plan Update

Saravana Suthanthira provided an update on the Countywide Multimodal Arterial Plan. She stated that Alameda CTC is developing a Countywide Multimodal Arterial Plan (MAP), a first of its kind that will provide a framework for addressing needs for all modes on the county's arterials. She covered the arterial plan vision statement and the development process and outreach overview. Saravana provided information on the typology, modal priority and needs assessment. She also provided information on preliminary investments in transit, bicycles, pedestrian, auto and goods movement. She concluded her presentation by outlining next steps in development of the plan.

This item was for information only.

6.3 Draft Alameda Countywide Transit Plan: Approval of the Draft Countywide Transit Plan

Tess Lengyel recommended approval of the draft Countywide Transit Plan. She stated that the plan provides a framework for bringing a fast, frequent, and reliable transit network to fruition. This framework will allow Alameda CTC to target future transit programs, policies, and investments to better capture the growing demand for transit throughout the County. Tess then introduced Judi Craig of WSP | Parsons Brinkerhoff who reviewed the vision and goals of the plan, regional and county planning efforts, challenges and opportunities and transit network recommendations. She concluded the report by stating that the technical committee unanimously approved the item; she also covered next steps.

Commissioner Haggerty asked if the plan referenced the mega-region working group. Tess stated that the group is not specifically mentioned in the plan but is subject of a separate planning effort.

Commissioner Haggerty asked what "urban rapid bus" meant in context to the maps. Tess stated that those are market rich corridors for bus service. Commissioner Haggerty moved to approve this item with the direction that staff will show the direct connection between ACE to BART.

Yes: *Atkin, Halliday, Haggerty, Saltzman, Marchand, Campbell-Washington, Capitelli, Harrison, Kaplan*
No: *None*
Abstain: *None*
Absent: *None*

6.4 Draft 2016 Countywide Transportation Plan: Approval of the Draft 2016 Countywide Transportation Plan

Tess Lengyel recommended that the Commission approve the Draft 2016 Countywide Transportation Plan. She stated that Alameda CTC is responsible for preparation of the Alameda Countywide Transportation Plan (CTP), a long-range planning and policy document that provides a framework for future transportation investments for all transportation modes and users in Alameda County. It is updated every four years: the existing CTP was adopted in 2012 and 2016 is the scheduled update. She covered Progress on CTP development, approach and context, 2016 CTP projects and programs, and outreach summary and information on next steps.

Commissioner Haggerty moved to approve this item. Commissioner Harrison seconded the motion. The motion passed with the following vote:

Yes: *Atkin, Halliday, Haggerty, Saltzman, Marchand, Campbell-Washington, Capitelli, Harrison, Kaplan*
No: *None*
Abstain: *None*
Absent: *None*

6.5 Affordable Student Transit Pass Program: Approval of the Pilot Model Program Sites and Parameters and the Shortlist of Schools; authorize Alameda CTC to enter into all necessary agreements and contracts with transit agencies, school districts, schools, and Clipper

Tess Lengyel recommended that the Commission approve the Affordable Student Transit Pass Pilot Model Program Sites and Parameters and the shortlist of schools and authorize the Alameda CTC to enter into all necessary agreements and contracts with transit agencies, school districts, schools, and Clipper. She stated that the memorandum recommends model program sites which were selected using the approved framework, as well as the general program parameters for each site. These sites represent the recommended locations for implementation of the first year (2016-2017 school year) pilot pass programs. She then introduced Joey Goldman of Nelson\Nygaard who provided a brief overview of the site selection methodology, model program development in four areas of the county, approval by the technical committee and next steps. Tess mentioned that the fiscal impact of the staff report stated there would be allocations through the Comprehensive Investment Plan (CIP) at the Programs and Projects Committee however, approval of the CIP was pushed out to June so staff is recommending that the committee forward a recommendation to allocate the remainder of \$15 million to move the program forward.

Commissioner Haggerty asked if LAVTA flash passes are school identification cards with special stickers. Tess confirmed that LAVTA uses a school identification card.

Commissioner Marchand asked what pilot program used crossing guards. Tess stated crossing guards needs will be determined by school site and she also noted that site assessments were also done through the Safe Routes to School program.

Commissioner Campbell-Washington asked why the City of Alameda is not included on the pilot sites or the shortlist. Tess stated that eligibility for participation was done within specific county planning areas looking at a multitude of factors. Schools in the City of Alameda did not score as high as other schools who were placed on the short list.

Commissioner Halliday requested that staff provide information on why Hayward schools were not included on the list, and why staff was unable to get in contact with the school sites. Tess stated that some schools in Central County identified that they were not ready to participate in the program while other schools in the City of Hayward were unresponsive.

Commissioner Kaplan moved to approve this item with the additional recommendation to allocate the remaining \$15 million. Commissioner Haggerty seconded the motion. The motion passed with the following vote:

Yes:	Atkin, Halliday, Haggerty, Marchand, Campbell-Washington, Capitelli, Harrison, Kaplan
No:	None
Abstain:	None
Absent:	Saltzman

6.6 Discussion of Regional Gas tax for the Bay Area

This item was continued for a future meeting.

7. Committee Member Reports

8. Staff Reports

There were no staff reports.

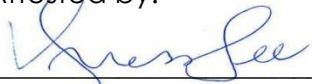
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, June 13, 2016 at 11:15 a.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 6, 2016

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

RECOMMENDATION: Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update in May 2016, the Alameda CTC reviewed a Draft Environmental Impact Report. Comments were submitted on this document and the comment letter is included as Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Response to Draft Environmental Impact Report for City of Fremont's Ardenwood Technology Park Planned District Amendment

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Daniel Wu](#), Assistant Transportation Planner

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April 21, 2016

Steve Kowalski
City of Fremont, Planning Division
39550 Liberty Street
Fremont, CA 94538

SUBJECT: Response to Draft Environmental Impact Report (DEIR) for City of Fremont's Ardenwood Technology Park Planned District Amendment

Dear Mr. Kowalski,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Ardenwood Technology Park Planned District Amendment. The project site is 32 parcels totaling approximately 147.7 acres bounded generally by Paseo Padre Parkway to the southwest, Kaiser Drive to the northwest, Ardenwood Boulevard to the northeast and State Route 84 (SR 84) to the southeast in the City of Fremont. The proposed project would rezone the 32 existing industrial parcels located within a portion of the Ardenwood Technology Park to allow the current maximum allowable Floor Area Ratio (FAR) for those parcels to be increased from a range of 0.35 to 0.45 to a range of 0.55 to 0.75. This would result in a net increase in building area of 1,722,754 square feet from currently allowed proposed FAR, and a net increase in building area of 2,587,560 square feet from existing building area.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

- The Alameda CTC's CMP requires that the DEIR address potential impacts to not only roadways on the Metropolitan Transportation System (MTS) network, but also potential impacts of the project on MTS transit operators (AC Transit in this case), Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance. The language in page 4.D-11 should incorporate this multimodal nature of Alameda CTC's CMP requirement.
- The Alameda CTC's CMP does not establish significance analysis thresholds for designated roadways. Please modify the language on page 4.D-14, Appendix E – page 1, and Appendix E-page 3 to reflect that.
- The CMP requires studying impacts to roadways on the 2002 Metropolitan Transportation System, which includes the following roadways around the project site: I-880, SR-84, Ardenwood Boulevard, Decoto Road, and Paseo Padre Parkway.
 - Please modify the language on page 4.D-15 and Appendix-page 3 to reflect that arterial segments are also part of the Alameda CTC CMP analysis.
 - Please include segments of Ardenwood Boulevard and Paseo Parkway in all segment Levels of Service (LOS) analyses.
- Alameda CTC noted that the DEIR used the traffic model prepared for the City of Fremont's General Plan 2035 adopted in 2011. For the purpose of the CMP's land use analysis, the most recent Alameda CTC travel model (updated in 2014) should be used. Please note that since 2011, Alameda CTC has updated its travel model to reflect the land use and transportation

assumptions updated in the Metropolitan Transportation Commission's Plan Bay Area. For more information about this updated model, please visit Alameda CTC's Travel Demand Model webpage: http://www.alamedactc.org/app_pages/view/8079.

- One of Alameda CTC's policy for mitigation measures to be considered adequate is full funding. Alameda CTC noted that:
 - The DEIR's cumulative conditions assumed that mitigation measures identified in the City of Fremont's General Plan Mitigation Monitoring Program would be implemented by 2035.
 - In the cumulative plus project scenario, the EIR proposed mitigation measures that would have to be funded by project applicants.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
file: CMP/Environmental Review Opinions/2016



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 6, 2016

SUBJECT: June Legislative Update

RECOMMENDATION: Receive an update on federal, state, and local legislative activities and approve legislative positions.

Summary

The June 2016 legislative update provides information on federal, state, and local legislative activities including an update on federal appropriations activities, an update on the state budget and current legislation, as well as an update on local legislative activities to date. This is an action item.

Background

The Commission unanimously approved the 2016 Legislative Program in January 2016. The final 2016 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships (Attachment A). The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Federal Update

At the federal level, appropriations activities continue. According to Alameda CTC's lobbyist team (CJ Lake/Len Simon), the full Senate has packaged its fiscal year 2017 Transportation, Housing and Urban Development, and Related Agencies (THUD) appropriations and Military Construction, Veterans Affairs, and Related Agencies (MilCon) appropriations bills that were marked up in April. Final passage occurred at the end of May and the House also adopted their THUD bills at the end of May. Attachment B includes additional information of federal activities.

State Update

Governor Brown released his May Budget Revise on May 13, 2016, which reiterates his support for a transportation funding proposal that would generate \$3.6 billion annually and, if adopted, would provide \$1.6 billion for transportation projects in the 2016-17 fiscal year. The governor's proposal includes \$2 billion from a new Road Improvement Charge fee of \$65 on all vehicles, including hybrids and electrics. Other sources of revenue include stabilizing the gasoline excise tax (\$500 million), the diesel excise tax (\$500 million), and the Cap-and-Trade Program (\$500 million). The budget also factors in California Department of Transportation efficiencies, State and Local Partnership dollars for matching grants, and a loan repayment. The Governor's transportation proposal was re-referred from the budget committees to the transportation policy committees of both the Senate and Assembly. As of this writing, a hearing has not yet been set to address these funding proposals.

The Governor's proposal is a smaller amount than Senate (Beall SBX1-1) and Assembly proposals (Frazier AB 1591), both of which were amended in May to try to address Republican interests and to serve as an alternative, higher funding amount opportunity for legislators to address the state's pressing transportation needs. The outcomes of these policy committee hearings and debates, and special session hearings, if scheduled, will be presented at the Commission meeting.

Local Update

Alameda CTC has taken the following actions to address transportation funding needs that the state budget and the Fixing America's Surface Transportation Act fund formula may not meet:

- Wrote and distributed to all partner agencies a transportation funding advocacy letter from the Alameda CTC chair that they could customize to advocate for transportation funding increases in the state.
- Coordinated on transportation funding support letters and advocacy with partners including the Metropolitan Transportation Commission, the Self-Help Counties in California's Self-Help Counties Coalition, and the San Francisco Bay Area congestion management agencies, Port of Oakland and business organization partners.
- Visited Sacramento in May to participate in the Assembly Bill 1919 hearing, the East Bay EDA Legislative meeting, statewide coordination meetings, and scheduled meetings in Sacramento in June to support state transportation funding increases.
- Coordinated statewide efforts on the draft California Sustainable Freight Action Plan, which supports goods movement funding and relates to the May Revise.

Attachment C provides information on activities and issues at the state level from Alameda CTC's state lobbyist, Platinum Advisors.

State Legislation Recommendation: The following legislative recommendations support Alameda CTC Legislative Priorities as adopted in January 2016 and shown in Attachment A. The following legislative recommendations reflect recommended bill positions on specific categories.

Bill Number	Bill Information	Staff Recommendation
Project Delivery		
AB 1964 (Bloom , D; Linder , R) High-occupancy vehicle lanes: vehicle exceptions.	Existing federal law authorizes, until September 30, 2019, a state to allow low-emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles and new qualified plug-in electric drive motor vehicles (PHEVs) to use HOV lanes. Existing law also authorizes super ultra-low-emission vehicles, ultra-low-emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use HOV lanes. This bill creates a new program (on expiration of the existing program) to allow PHEVs access to HOV lanes for a three-year period, regardless of vehicle occupancy level. It removes the limit of 85,000 identifiers issued for partial or transitional zero-emission vehicles and would instead prohibit the Department of Motor Vehicles from issuing identifiers if the sale of new vehicles of that category reaches at least 8.6 percent of the total new car market share for two consecutive years.	Alameda CTC's 2016 legislative program supports "high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area and efforts that promote effective implementation." Staff recommends an OPPOSE unless AMENDED position on this bill, because allowing more low-emission vehicles to use the lanes could reduce lane efficiency, limit access, and not achieve the intent of the lanes. Amendments would support placing caps on the number of stickers, studies to ensure there is no lane degradation, and an eventual phasing out of the sticker program. Los Angeles Metro Rail and San Francisco County Transportation Authority have taken an oppose position on this bill. MTC has taken an oppose unless amended position on this

		bill regarding amendments noted above.
SB 1259 (Runner, R) Vehicles: toll payment: veterans.	<p>Under existing law, a vehicle that enters into or upon a vehicular crossing, as defined, is liable for tolls and other charges prescribed by the California Transportation Commission. Under existing law, it is unlawful to refuse to pay, or to evade or attempt to evade the payment of tolls or other charges on any vehicular crossing, as defined, or toll highway. A violation of those provisions is subject to civil penalties. Existing law exempts authorized emergency vehicles from payment of a toll and related fines under specified conditions.</p> <p>This bill would exempt vehicles occupied by and registered to a veteran, and displaying a specialized veterans license plate from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility.</p>	<p>Alameda CTC's 2016 legislative program supports "high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area and efforts that promote effective implementation."</p> <p>Staff recommends an OPPOSE position on this bill, because the HOV lanes could become more congested if solo drivers are allowed to use them for free.</p> <p>Supporting veterans is important and Alameda CTC's recommendation focuses on the potential impact on HOV lane operations as well as the precedent setting nature of the proposed bill for other groups to access the lanes for free.</p> <p>MTC, Los Angeles Metropolitan Transportation Authority and San Francisco County Transportation Authority have taken oppose positions on this bill.</p>

Historically, Alameda CTC and its former agencies have opposed legislation that would result in HOV degradation, congestion, and access limitations and legislation that conflicts with toll revenue collections and expenditures according to Alameda County's voter-approved Transportation Expenditure Plans.

For example, on June 24, 2010, the Alameda County Congestion Management Agency (ACCMA) took an oppose position on AB 1500 (Lieu) that would have extended the sunset date of certain clean air vehicles from HOV lane occupancy requirements.

On April 22, 2010, ACCMA and on June 16, 2010, the Alameda County Transportation Improvement Authority also took oppose positions on AB 2620 (Eng), which would have authorized an unspecified amount of tolls from HOT lanes to be used for State Highway Operation and Protection Program (SHOPP) purposes instead of as already designated in an approved memorandum of understanding and as specifically stated in ACTIA's Expenditure Plan for use within the I-680 corridor on transportation needs that are outside of SHOPP.

Therefore, staff recommends an **OPPOSE** position on the above bills, AB 1964 and SB 1259.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2016 Legislation Program
- B. Federal Update
- C. State Information Update

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

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2016 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2016 Countywide Transportation Plan:

1111 Broadway, Suite 800, Oakland, CA 94607

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"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment."

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. Support efforts that protect against transportation funding diversions and overall increase transportation funding. Support new funding sources for transportation.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. Support efforts that streamline financing and delivery of transportation projects and programs. Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> Support environmental streamlining and expedited project delivery. Support contracting flexibility and innovative project delivery methods. Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area and efforts that promote effective implementation. Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> Support efforts that reduce project and program implementation costs. Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.

Issue	Priority	Strategy Concepts
		<ul style="list-style-type: none"> • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

MEMORANDUM

TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake, LLC

DATE: May 26, 2016

RE: Federal Legislative Update

Introduction

During the month of May, Congress made progress on several legislative fronts to include a number of appropriations bills, Water Resources Development Act (WRDA), and Defense policy. Given the absence of a budget resolution in the House, appropriations bills were not considered on the House floor until mid-May but House Republican leadership still continue to work with the Conference to see if a budget resolution can be taken up by the full House.

Budget and Appropriations

After the Senate returned from the Spring Recess, Senate Majority Leader Mitch McConnell (R-KY) committed the full Senate to taking up FY17 appropriations bills until the Senate adjourns for the August recess on July 15. The Senate Appropriations Committee has now approved seven bills: Energy & Water, MilCon-VA, Transportation-HUD, Commerce-Justice-Science, Agriculture-FDA, Defense, Department of Homeland Security, and Legislative Branch, and the full Senate has approved Energy & Water, MilCon-VA, and Transportation-HUD. The Senate Appropriations Committee is currently considering the Defense Appropriations Bill and the Homeland Security Appropriations Bill today. This is the first time in many years that the Senate is actually moving out in front of the House on appropriations bills.

As reported previously, the House is moving at a much slower pace on its FY17 bills since the Republican Conference has been unable to reach an agreement on top line budget numbers for FY17. Because of this disagreement and inability to take up a budget resolution, the House did not take any bills to the floor until after May 15. At this point, the House Appropriations Committee has approved several bills (Energy & Water, MilCon-VA, Legislative Branch, Transportation-HUD, Agriculture-FDA, and Defense), and held Subcommittee markup sessions to approve the Financial Services and Interior and Environment bills to the full Committee.

Administration Update***TIGER***

Alameda CTC applied for the Department of Transportation's TIGER grant with their I-680 Sunol Northbound Express Lanes Project application. The Department of Transportation (DOT)

recently announced that they had received \$9.5 billion in applications for the \$600 million available in the TIGER grant program, totaling more than 15 times the amount DOT can award. DOT received 797 eligible applications from 49 states, U.S. territories, and the District of Columbia. Last year, there were 585 submitted during the same TIGER process.

As a reminder, CJ Lake was able to obtain letters of support on behalf of Alameda CTC's application from Reps. Swalwell (led the Letter), Honda, DeSaulnier, Lofgren, and Mike Thompson. CJ Lake continues to work with Senator Boxer and Senator Feinstein's offices to obtain additional letters of support.

FASTLANE

Alameda CTC applied for the Department of Transportation's newly created FASTLANE grant program with their Ground Operations at the Port of Oakland (GoPort!) application. DOT announced on May 20th that it had received 212 applications totaling nearly \$9.8 billion for grants through the newly created FASTLANE grant program. In the first year of this program, states and localities requested more than 13 times more funding than was made available through FASTLANE.

As a reminder, CJ Lake was able to obtain letters of support on behalf of Alameda CTC's application from Reps. Swalwell, Lee, Honda, DeSaulnier, and Garamendi. CJ Lake continues to work with Senator Boxer and Senator Feinstein's offices to obtain additional letters of support.

FY17 Senate THUD Bill

Bill Highlights:

Transportation

The bill provides \$16.9 billion in discretionary appropriations for the Department of Transportation; \$1.7 billion below the FY2016 enacted level and \$2.5 billion below the President's request. The bill's funding levels are consistent with the increases included in the Fixing America's Surface Transportation Act (FAST) of 2015.

- **Highways** – \$44 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program, consistent with the FAST Act. The bill continues to allow state departments of transportation to repurpose old, unused earmarks for other infrastructure projects.
- **Transit** – \$12.3 billion for the Federal Transit Administration, \$575 million above FY16 enacted level. The bill provides \$9.7 billion for transit formula grants, consistent with the FAST Act. The bill does include a one-time infusion of \$199 million for positive train control installation grants to commuter and intercity passenger railroads.
 - The bill provides \$2.33 billion for Capital Investment Grants (New Starts), an increase from \$2.177 billion in FY16, and exceeds the FAST Act authorization target of \$2.302 billion.

- There are currently four California projects with signed FFGAs. Under the Senate bill they would receive the following: Los Angeles Regional Connector (\$100 million), Los Angeles Westside Subway Ext (\$100 million), San Francisco Third Street Phase 2 (\$150 million), San Jose Berryessa Extension (\$100 million).
- There are currently three California Proposed New Starts FFGAs. Under the Senate bill they would receive the following: Los Angeles Westside Section 2, San Diego Mid-Coast Corridor, and Santa Ana Garden Grove Streetcar (The three California projects are to share \$250 million between them (the appropriators did not allocate specific amounts to any individual California project))
- \$333 million is provided for core capacity projects, a \$283 million increase compared to FY16 enacted levels. **The Senate bill does not allocate money to any specific projects.**
- \$241 million for small starts projects, a reduction of \$112 million compared to FY16 enacted levels.
- \$20 million for the expedited delivery pilot program.

An amendment was accepted during full committee mark up requiring that the FTA allocate no more than \$100 million for any individual core capacity, small start or expedited project delivery project.

The Senate committee report also requires a GAO study “regarding the construction costs of transit capital projects in the United States in comparison to other developed G–20 nations, such as South Korea, Japan, Spain, France, Italy and Germany.”

- **TIGER Grants** – \$525 million for TIGER grants (also known as National Infrastructure Investments), \$25 million above the FY16 enacted level. Maximum grant size would shrink – when the TIGER program started in 2009, the maximum grant size was \$200 million. This dropped to \$100 million in FY16 and is down to just \$25 million in the Senate bill. (However, this may be just a reflection of reality – USDOT has not given out a TIGER grant in excess of \$25 million since FY 2011). In addition, the Senate bill increases the minimum set-aside for TIGER projects in rural areas from 20 percent of the total to 30 percent and also decreases the maximum amount of grants that can go to projects in any single state from 20 percent of the total awards to 10 percent.
- **FRA** -- The FAST Act made significant changes in the structure of federal passenger rail programs. The law transformed the way that federal subsidies for Amtrak are structured – instead of the traditional division of the subsidy between operating and capital, the subsidy is now split between a Northeast Corridor account and an “everything else” account (National Network).

- The Senate appropriators did manage to allocate some funds to each of the three new FRA grant programs in the FY17 bill.
 - The Consolidated Rail Infrastructure and Safety Improvement program would receive \$50 million (the FAST Act authorized up to \$190 million). This may be intended to replace the \$50 million appropriated in 2016 for rail safety grants – the committee report says that “While the Committee is sympathetic to the need for funding for projects that improve the efficiency and reliability of passenger and freight rail transportation systems, under current budget constraints the Committee is committed to prioritizing projects that improve railroad safety.”
 - The Senate bill also provides \$20 million for the Federal-State Partnership for State of Good Repair grant program. The Administration wanted 20 times that amount, and the FAST Act authorized almost ten times as much. The Senate report says, “The Committee directs FRA to take into consideration the needs of the entire national rail network when awarding funding for this program.”
 - The Senate bill appropriates \$15 million for the Restoration and Enhancement grant program established by the FAST Act, but the proposed bill would also rewrite the FAST Act and refocus the program. Section 151 of the Senate bill amends the underlying FAST Act language establishing the Restoration and Enhancement Grants so as to focus the program towards operating assistance.

FY17 House THUD Bill

Transportation

Just like the Senate, the bill’s funding levels are consistent with the increases included in the Fixing America’s Surface Transportation Act (FAST) of 2015.

- **Highways** – \$44 billion from the Highway Trust Fund to be spent on the Federal-aid Highways Program, consistent with the FAST Act.
- **Transit** – The House bill includes \$12.5 billion for the Federal Transit Administration, an increase over the Senate’s bill that provides \$12.33 billion. The House bill provides \$9.7 billion for transit formula grants, consistent with the FAST Act. The big winner in the House bill is the Capital Investment Grant program.
 - The bill provides \$2.5 billion for Capital Investment Grants (New Starts), an increase from \$2.177 billion in FY16, and exceeds the FAST Act authorization target of \$2.302 billion, and the Senate bill’s funding level of \$2.34 billion.
 - There are currently four California projects with signed Full Funding Grant Agreements (FFGAs). Under the House bill they would receive the following: Los Angeles Regional Connector (\$100 million – same as Senate bill), Los Angeles Westside Subway Extension (\$100 million –

same as Senate bill), San Francisco Third Street Phase 2 (\$150 million – same as Senate bill), San Jose Berryessa Extension (\$125 million – an increase of \$25 million from Senate bill).

- There are currently three California Proposed New Starts FFGAs. Under the House bill they would receive the following: Los Angeles Westside Section 2 (\$100 million), San Diego Mid-Coast Corridor (\$100 million), and Santa Ana Garden Grove Streetcar (\$75 million). The Senate bill simply states that the three California projects are to share \$250 million among them.
- \$333 million is provided for core capacity projects (the same as the Senate bill), a \$283 million increase compared to FY16 enacted levels. The House bill allocates money to specific projects and includes \$100 million for the Caltrain Electrification project. The Senate bill does not allocate money to any specific projects.
- The big difference between the House and Senate versions is in Small Starts. The House bill provides \$408 million; this is \$167 million more than the Senate level of \$241 million for Small Starts projects. The House bill provides funds for every project proposed by the Administration to include \$50 million for the Sacramento Street Car project.
- The House bill provides \$5 million for the Technical Assistance and Training account; this is the same as the Senate bill.
- Funds for the expedited delivery pilot program are not included in the House bill, but the Senate bill includes \$20 million for the expedited delivery pilot program.

The House bill also contains a general provision that would prohibit the execution of any new FFGAs with a federal cost share above 50 percent. This has been proposed by the House before but never enacted into law (a 60 percent maximum federal share has been imposed previously).

- **TIGER Grants** – The House Subcommittee draft currently includes \$450 million for TIGER, a significant decrease from the Senate bill’s level of \$525 million for TIGER grants (also known as National Infrastructure Investments). Recall the FY16 enacted level was \$500 million.
- **FRA** – The FAST Act made significant changes in the structure of federal passenger rail programs. The law transformed the way that federal subsidies for Amtrak are structured – instead of the traditional division of the subsidy between operating and capital, the subsidy is now split between a Northeast Corridor account and an “everything else” account (National Network).
 - Just like the Senate, the House appropriators did manage to allocate funds to each of the three new FRA grant programs in the FY17 bill.
 - The Consolidated Rail Infrastructure and Safety Improvement program would receive \$25 million in the House bill, while the Senate would provide \$50 million (the FAST Act authorized up to \$190 million).
 - The House bill provides \$25 million for the Federal-State Partnership for the State of Good Repair grant program, while the Senate bill would provide \$20 million for the Federal-State Partnership for State of Good

Repair grant program. The Administration wanted 20 times that amount, and the FAST Act authorized almost ten times as much.

- The House bill does not include any funds for the Restoration and Enhancement grant program established by the FAST Act. However, the Senate bill appropriates \$15 million for the Restoration and Enhancement grant program established by the FAST Act, but the Senate bill would also rewrite the FAST Act and refocus the program. Section 151 of the Senate bill amends the underlying FAST Act language establishing the Restoration and Enhancement Grants so as to focus the program towards operating assistance.

As in previous years, the House bill prohibits any federal funds for California High Speed Rail (CHSR) and also prohibits the FRA from administering a grant agreement with California that has a “tapering match requirement”. As you may recall, FRA amended the CHSR grant agreement in December 2012 to allow the ARRA stimulus money to be spent first (a tapered match) in order to meet the ARRA deadline of September 30, 2017.

Amendments of Note:

Transportation HUD Ranking Member David Price (D-NC) offered an amendment that would strike 6 out of 20 legislative riders, but ultimately failed by a partisan vote of 19-28. These riders will likely be addressed when the bill goes to conference. The amendment would have struck the following 3 riders:

- Section 134 – language preempting states from setting meal and rest break laws for commercial truck drivers. The language would impact California and 21 other states and territories that guarantee meal and rest breaks. This language was first included in the House STRR Act but was ultimately removed in conference for the FAST Act. The language was also included in the House FAA bill.
- Section 132 – language addressing trucker hours of service.
- Section 192 – language prohibiting funds for California High Speed Rail.



May 26, 2016

TO: Art Dao, Executive Director
Alameda County Transportation Commission

Tess Lengyel, Deputy Director of Policy, Public Affairs & Legislation
Alameda County Transportation Commission

FR: Steve Wallaach
Platinum Advisors

RE: Legislative Update

Conference Commencement: The Budget Committees in both houses have completed their actions on the changes proposed in the May Revise and closed any open items. Now the negotiations head to the Budget Conference Committee which is expected to begin its review by the end of next week. In the next few days Leadership will announce the Conference Committee members. However, the appointees are likely to include Senators Mark Leno, Jim Nielsen, and either Ricardo Lara or Holly Mitchell, and Assembly members Phil Ting, Jay Obernolte, and Lorena Gonzalez. The Legislature has until June 15th to adopt a budget.

Suspense: The fate of hundreds of bills placed on with the Senate Appropriations or the Assembly Appropriations Suspense Files will be determined tomorrow. Any bill that remains on the Suspense File after tomorrow is essentially dead, and many of those that are removed will be substantially amended by the Committee to address any cost concerns.

The Budgets: The purpose of the Budget Conference Committee is to resolve any differences between the Senate and Assembly spending proposals. The budget in both houses largely adopts the Governor's spending proposal with some key differences around the edges. The Assembly accepted the Governor's revenue estimates included in the May Revise. While the Senate adopted the Governor's number for income and sales tax revenue, the Senate adopted the LAO's forecast for local property tax revenue, which provided the Senate and extra \$385 million. In other areas, the Senate and Assembly adopted very differing expenditure plans for cap & trade auction revenues. On housing both houses adopted the proposal to securitize a portion of Prop 63 mental health funding revenues, but the Assembly added an additional \$650 million for various affordable housing programs.

Governor's Transportation Proposal: Both the Senate and the Assembly rejected, without prejudice, the Governor's transportation funding proposal. This is the funding proposal that would generate \$3.6 billion annually for transportation and transit projects. Both the Senate and Assembly felt that this is an issue that would be better addressed through the transportation special session and not the budget process.

FAST Act: Both the Senate and Assembly Budget Subcommittees took action to approve the Governor's May Revise proposal to allow the CTC allocate up to \$120 million in state and federal funds to match any awards under the FASTLANE program. FASTLANE is a competitive federal program that can fund up to 60% of eligible projects.

However, both Subcommittees rejected the May Revise budget trailer bill language that would have directed the CTC to allocate the state's formula share of National Freight Highway Program funds with 50% to corridor projects selected by local agencies and 50% to projects nominated by Caltrans. Both Subcommittees directed this issue to the normal policy committee process, where Assemblyman Jim Frazier has already introduced AB 2170.

STA Fix: Both the Senate and Assembly budgets include budget trailer bill placeholder language that takes the first step in addressing changes the State Controller's Office made in allocating the revenue portion of State Transit Assistance (STA) funds.

The trailer bill language would put a freeze on how the revenue portion of STA funds is allocated. The language would direct the Controller's Office to allocate the remaining 2015-16 funds and all of the 2016-17 and 2017-18 funds pursuant to the formula used to allocate the STA revenue funds in the 2014-15 fiscal year. This "timeout" would provide time for transit operators to work with the Controller on implementing any needed statutory changes next year.

Cap & Trade: While both the Senate and the Assembly adopted markedly different spending priorities for cap & trade auction revenue, both houses agreed that negotiations will continue and that it is imperative that an agreement will be reached as part of the budget. The spending plans largely incorporate the core spending priorities proposed by the Governor, such as allocating \$500 million to CARB for Low Carbon Transportation program.

The Assembly redirects \$100 million proposed by the Governor for complete streets projects to the Active Transportation Program, while the Senate deletes \$400 million the Governor proposed for the Transit & Intercity Rail Program, and instead allocates these funds to a new program for transformational climate communities. At the Senate Budget Committee hearing Senators Beall and Allen expressed strong concerns about deleting the funds for transit capital projects, and even the Senate Budget Chairman, Mark Leno, also expressed he would likely not vote for the final expenditure plan if transit funding is not addressed. Below is a chart comparing the expenditure plans for the transportation related items:

Continuously Appropriated Programs (60%)			
	<u>Governor</u>	<u>Senate</u>	<u>Assembly</u>
High Speed Rail Authority	\$500 million	\$500 million	\$500 million
Low Carbon Transit Operations	\$100 million	\$100 million	\$100 million
Transit & Intercity Rail Capital	\$200 million	\$200 million	\$200 million
Affordable Housing & Sustainable Communities	\$400 million	\$400 million	\$400 million
Annually Appropriated Program (40%)			
Low Carbon Transportation & Fuels (CARB Programs)	\$500 million	\$500 million Clarifies that biofuels, such as biomethane and others are eligible uses.	Low Carbon Vehicle Rebates --\$230 M Low Carbon Vehicles Other - \$195 M Biofuels Production Subsidy - \$40 M Biofuels Facility Capital - \$25 M Total -- \$490 million
Transit & Intercity Rail Capital – Supplemental Appropriation	\$400 million	\$0.00 Senate transferred these funds to Transformational Climate Communities Program	\$400 million Assembly proposed to fund specific grade separation projects from these funds.
Low Carbon Roads	\$100 million	\$0.00	\$0.00 Assembly allocates these funds to the Active Transportation Program
Transformative Climate Communities	\$100 million	\$400 million	\$100 million Earmarks 25% of funds for the City of Fresno
Active Transportation Program	\$0.00	\$0.00	\$100 million

Housing by Right: The May Revise provides a brief outline of several policy provisions being added to the budget aimed at easing the approval process and reducing development costs of housing projects. In addition to stating the Governor’s support for existing legislation, the May Revise includes budget trailer bill language to include a “by right” standard for housing projects that meet specified requirements. Both the Senate and Assembly adopted budget trailer bill placeholder language to implement the Governor’s by right proposal. The following briefly summarizes the conditions a project must meet to be granted a permit by right:

- The development applicant or development proponent has submitted to the local government its intent to utilize this authority, and certifying under penalty of perjury that, to the best of its knowledge and belief, it conforms with all other provisions identified.
- The development is consistent with objective general plan and zoning standards in effect at the time that the subject development is submitted to the local government pursuant to this section.
- The development is located on a site that is either immediately adjacent to parcels that are developed with urban uses or at least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses.
- The development must be an attached housing development, for which the development applicant or development proponent already has recorded, or is required by law to record, a land-use restriction meeting specified number of affordable units.

The May Revise also mentioned the Governor's support for legislation pending in the Legislature. These include SB 1069 (Wieckowski) and AB 2299 (Bloom) which would require local governments to enact ordinances allowing for the construction of secondary housing units. SB 1069 was approved by the Senate on a vote of 29-3, and AB 2299 is currently pending on the Assembly Floor. Support was also mentioned to legislation that would make changes to the existing density bonus law. AB 2501 (Bloom), which is pending on the Assembly Floor, would streamline to density bonus process for developers.



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 6, 2016

SUBJECT: Draft Alameda Countywide Multimodal Arterial Plan

RECOMMENDATION: Approve Draft Countywide Multimodal Arterial Plan

Summary

Arterial roadways are the backbone of Alameda County's transportation system, moving people and goods within the county and the region. These roadways provide regional and local mobility for multiple transportation modes, access to surrounding land uses, and connectivity between employment and activity centers that is essential for Alameda County's economy and quality of life. Alameda CTC has been working since Fall 2014 developing a Countywide Multimodal Arterial Plan (MAP), a first of its kind that will provide a framework for addressing needs for all modes on the county's arterials.

The MAP development has been closely coordinated with local jurisdictions, the California Department of Transportation (Caltrans), transit operators, Metropolitan Transportation Commission, and non-agency members representing all modes. It developed typology, a classification of the arterials based on the modes they support and the land uses they serve, for the major arterials and identified modal priorities, and ultimately provides recommendations for potential short and long-term multimodal transportation infrastructure improvements, based on the multimodal needs estimated to accommodate the multimodal travel demand growth in Alameda County. This staff report presents the draft Plan Multimodal Arterial Plan, including short- and long-term multimodal improvements and complementary operational and demand management strategies. The final Plan is scheduled for Commission approval in July 2016.

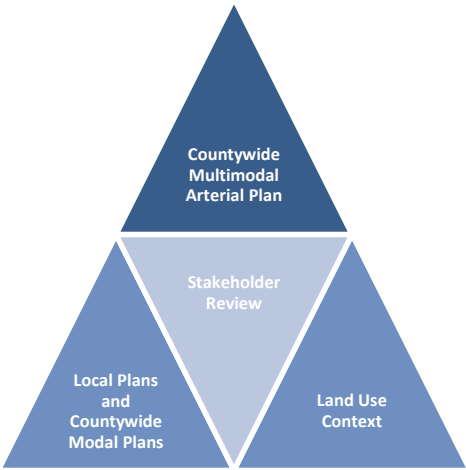
Discussion

The Arterials Plan that studied 1,200 miles of major arterials, essentially provides a high-level framework for a Complete Streets Network that the jurisdictions can use and build upon to meet the state and regional complete streets requirements. In February 2015, the Commission approved the vision, goals, and multimodal performance measures for the MAP. The Vision of the MAP aims to develop a network of efficient, safe and accessible arterials that facilitate the multimodal movement of people and goods, and help create a strong economy, healthy environment and vibrant communities, considering local context. The Plan

ultimately intends to provide a connected and continuous countywide network for all modes.

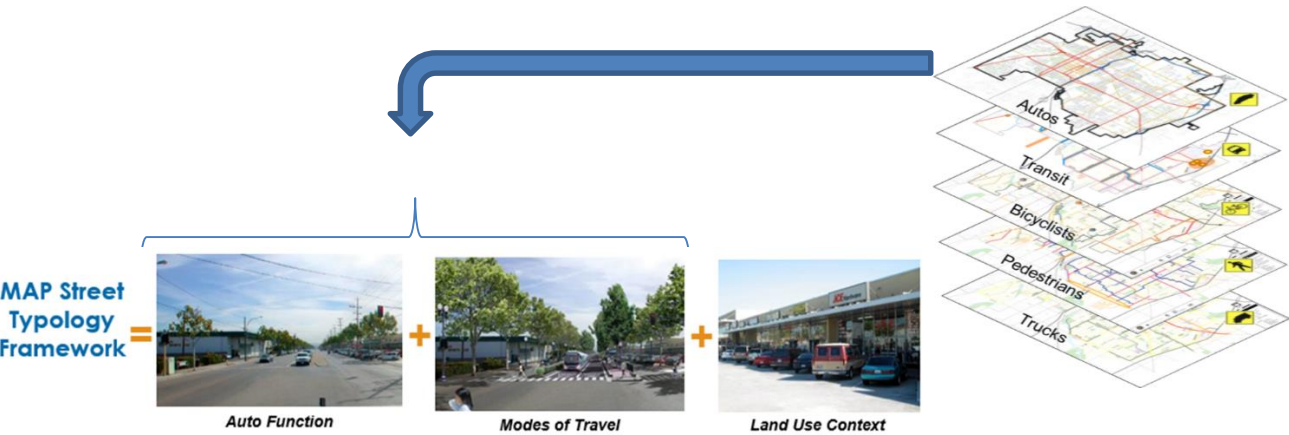
The Plan development adopted a bottom-up approach (see Figure 1) by building on the existing related efforts locally and at the county level and by closely working with the stakeholders throughout the Plan development process. This Plan coordinates with and supports the outcome of the Countywide Goods Movement and Transit Plans.

Figure 1 – Building on Existing Efforts



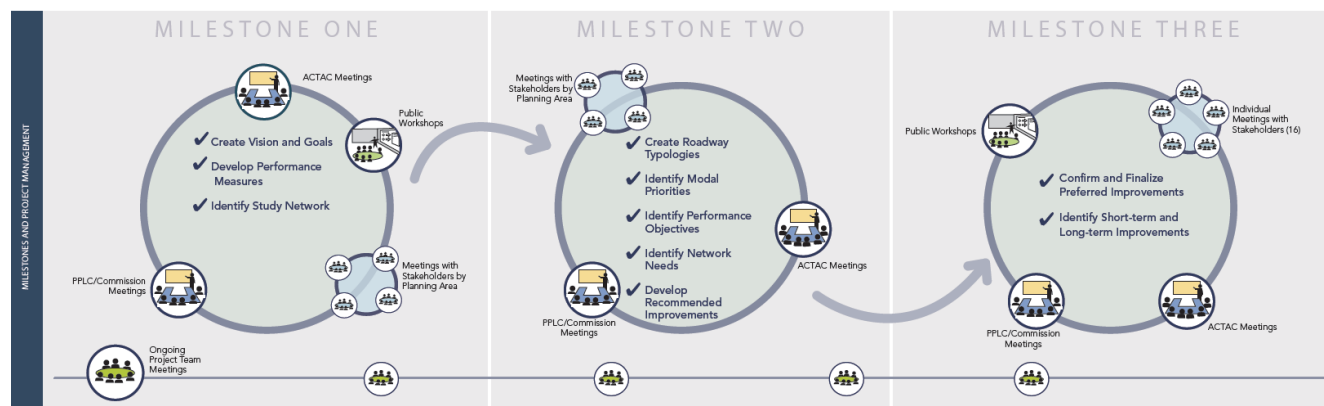
After adoption of the Vision and Goals, the project team worked with agency and non-agency stakeholders to develop a typology framework (Figure 2) – a classification of the arterials that reflected the surrounding land use context and identified the role and needs of various modes on these roads. This typology framework informed prioritization of various modes on the arterials. The Typology and Modal Priority development process received about 700 comments from the stakeholders strengthening the value of the Plan for the local agencies. The Commission approved the MAP's typology framework and modal priorities in October 2015.

Figure 2 – Typology – A Review of All Modes and Integrating Land Use



Using the adopted performance measures and the modal priorities for the arterials, the project team identified needs of various modes on the arterial roadways. This needs assessment informed the development of draft proposed improvements for various modes on 510 miles of core arterials, known as the Arterial Network. The plan development process including the improvements identification are illustrated in Figure 3 below.

Figure 3 – Arterial Plan Development Process



These draft proposed improvements were discussed and reviewed during a series of small group and one-on-one meetings with the jurisdictions, transit agencies, and Caltrans from February 29th through March 7th. Agency stakeholders provided more than 300 comments regarding the MAP's draft proposed improvements. The project team addressed these comments and the updated draft improvements (grouped into short- and long-term improvements) are being presented to the Committees and the Commission for approval as part of the draft Multimodal Arterial Plan in June 2016. The following are the highlights of the proposed multimodal improvements in the draft Plan on the 510 miles of the arterial network:

- Transit Network improvements primarily focused on the AC Transit and LAVTA major corridors. About 38 miles of transit lanes and 52 miles of Rapid Bus improvements are proposed that will support the Transit outcomes as described above in the Countywide Transit Plan.
- About half of the Arterial Network (230 miles) was identified as having high bicycle priority, and over 140 miles of separated or protected bicycle lanes are proposed, advancing connections to transit, improving safety and increasing non-motorized share of transportation.
- Over 230 miles of pedestrian improvements are proposed including new sidewalk or widening of existing sidewalks, streetscape improvements for improved safety, and crosswalk enhancements. These improvements focus on high-pedestrian emphasis areas (downtowns and large commercial districts) and around BART station areas and high capacity transit corridors to increase safety and improve access to transit and activity centers.
- Advanced Intelligent Transportation System including connected vehicles option has been identified for nearly 150 miles, which will support goods movement and transit improvements described above, and improve travel efficiency and reliability.

- Accommodation of truck traffic proposed on top tier arterial goods movement routes, supporting innovative goods movement delivery identified in the Goods Movement Plan.

The draft Plan also presents operational and demand management strategies regarding Transportation Demand Management (TDM), parking, and climate change and resiliency. Finally, the Plan is one of - if not the first - plan in the Bay Area and beyond to suggest strategies for responding to technological changes such as connected and autonomous vehicles and Transportation Network Companies.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. [Draft Countywide Multimodal Arterial Plan](#) *(hyperlinked to the website)*

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Saravana Suthanthira](#), Senior Transportation Planner

[Daniel Wu](#), Assistant Transportation Planner



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 6, 2016

SUBJECT: Alameda Countywide Transit Plan

RECOMMENDATION: Approve the Final Alameda Countywide Transit Plan.

Summary

The first stand-alone Countywide Transit Plan identifies a vision for a comprehensive countywide transit network designed to support Alameda County's needs now and in 2040. The Countywide Transit Plan provides a framework for bringing a fast, frequent, and reliable transit network to fruition. This framework will allow Alameda CTC to target future transit programs, policies, and investments to better capture the growing demand for transit throughout the County.

Alameda County has a mature transit network, with robust service coverage to most of Alameda County communities. Therefore, Transit Plan network recommendations were not intended to focus on identifying new routes; rather, based on market analyses, these recommendations intend to identify a framework to guide investments in the transit corridors that have the potential to capture the greatest market share of transit riders throughout the county.

The Transit Plan targets a set of improvements in 14 corridors that are most likely to carry some of the strongest future demand for transit. The identification of these corridors was based upon a market analyses and is intended to serve primarily as a guidepost for maximizing future transit investments in the county. The Transit Plan also outlines a set of network recommendations with the types of improvements that can enable fast, frequent, and reliable service to capture ridership demand and address the unique needs of each corridor. All recommendations will require extensive further development and evaluation by operating agencies and local jurisdictions before implementation.

The Plan has been informed by ongoing interagency coordination, stakeholder input, and extensive public outreach efforts. The Countywide Transit Plan is designed to build upon and relate to a variety of recent and ongoing planning activities in the county and region.

On May 26, 2016 the Commission unanimously adopted the Draft plan.

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Background

Alameda County's mature transit network is critical to supporting the economy, the environment and the quality of life. To strengthen this transit network the Countywide Transit Plan employed a market-based approach to identify the most critical needs, challenges and opportunities for our existing and future transit network.

Since March 2014, when development of the plan got underway, Alameda CTC has:

- (1) Identified transit needs and opportunities through an assessment of existing trends and forecasted future conditions;
- (2) Defined a vision and goals for the plan;
- (3) Identified transit service tiers and corridors for transit investments through performance-based planning and evaluation;
- (4) Approved Draft Network Recommendations and performance measures;
- (5) Completed a quantitative and qualitative evaluation of network recommendations using adopted performance measures;
- (6) Developed a complementary paratransit strategy;
- (7) Developed complementary guidelines for building transit-oriented communities; and finally
- (8) Developed a financial plan and a set of strategies for moving the Final Network Recommendations forward.

The Countywide Transit Plan will position the county, its jurisdictions and transit operators to pursue upcoming funding opportunities, including the FAST Act, Cap and trade grants, and other funding opportunities that may become available in the planning horizon to support the network recommendations, fulfilling the vision and goals of the Transit Plan.

Vision and Goals

Alameda CTC adopted a focused transit vision: *Create an efficient and effective transit network that enhances the economy and the environment while improving the quality of life in Alameda County.* This vision led to the development of seven goals focused on the issues that are central to creating an effective transit system. These goals are also intended to help Alameda CTC determine where transit investments will go farthest in serving transit needs. The goals include:

- **Increase Transit Mode Share:** The goal supports increasing per capita transit ridership, and reducing dependence on auto travel on a per capita basis.
- **Increase System Effectiveness:** This goal supports achieving a more financially sustainable transit system whereby supply matches demand by location, service type, frequency, time of day and day of week.
- **Increase the Effectiveness of Inter-Regional Transit Travel:** Alameda County is a key gateway to and from the San Francisco Bay Area with a significant portion of inter-regional trips beginning or ending in, or passing through Alameda County. This goal supports more effective inter-regional transit service to shift some of these inter-regional trips from roads and highways onto rail, bus and shuttle transit services by making transit more competitive.

- **Increase Cost Efficiency:** The cost of transit service is outpacing service and ridership growth. This goal supports using funds as efficiently as possible to maintain current transit service levels, as well as to increase frequency and service hours.
- **Improve Access to Work, Education, Services, and Recreation:** The transit system should make it easy for all people to travel without reliance on private automobiles. This goal supports improving transit with development of a coordinated transit network that integrates modes, routes, schedules, service periods, fares and fare payment types to provide fast, reliable connections between major residential populations and activity centers. Additionally, the potential to capture more trips on transit can be improved by promoting land use patterns that provide a mix of uses and greater density around transit hubs and or activity centers. A focus on improving pedestrian and bicycle access from the catchment area of transit stops and stations is also important in improving access.
- **Reduce Emissions:** Transportation is the single largest contributor to emissions (greenhouse gases and air pollutants¹). This goal supports creating an accessible, reliable, safe and efficient transit network, so that transit can capture a larger mode share, resulting in less reliance on SOV driving. Shifting travel from cars to transit can help reduce emissions, provide a more environmentally sustainable transportation system, and enhance the quality of life and the environment in Alameda County.
- **Achieve a State of Good Repair:** To provide a safe and reliable transit experience for the user, the transit system needs to be in good working condition. This goal support both the maintenance of existing transit facilities and fleets.

Regional and County Planning Context

The Countywide Transit Plan is designed to build upon planning efforts in the county and region. Among the most relevant efforts are:

- Metropolitan Transportation Commission's (MTC) Transit Sustainability Project (TSP)
- AC Transit's Major Corridors Study (MCS)
- LAVTA/Wheels' Comprehensive Operations Analysis
- Alameda CTC's Countywide Multimodal Arterial Plan
- Alameda CTC's Countywide Goods Movement Collaborative and Plan

In addition, the Countywide Transit Plan recognizes that there are many other transit studies and plans underway, including those sponsored by MTC (e.g., Core Capacity Study), Bay Area Rapid Transit (BART), Altamont Corridor Express (ACE), San Francisco Municipal Transportation Agency (MTA), Capitol Corridor and WETA. The Countywide Transit Plan acknowledges these efforts, but will not make recommendations on these specific studies, because independent detailed analyses of these potential improvements are underway.

¹ Sustainable Communities and Climate Protection Act of 2008.

Challenges and Opportunities

The county's land use characteristics, population density, economic vitality, and travel patterns provide strong market conditions for transit. The robust and mature transit network, and the presence of strong transit markets, however, has not translated to high transit ridership. More than half of all trips take place in transit competitive markets, yet only 14 percent of commute trips currently take place on transit. Trends of population and employment growth point towards an increasing demand for transit in future. Increasing transit mode share will be critical for accommodating forecasted growth and for serving mobility needs in an environmentally sustainable manner.

While Alameda County has market conditions supportive of a greater share of transit trips, there are significant obstacles to overcome. The following indicate that improvements are necessary system-wide:

- **Transit mode share is not consistent with market analysis of demand:** Despite the high overall transit competitive markets identified in the plan, transit currently captures only 11% of commute trips in the county.
- **Transit ridership has remained flat for intra-county trips:** Where transit markets are strong and transit service is frequent, reliable, and highly competitive with vehicle travel times, such as the East Bay-San Francisco Transbay corridor, transit ridership has grown significantly. However, bus ridership within Alameda County declined between 2006 and 2012 and then remained relatively flat through 2015.
- **System-wide operating costs are increasing faster than ridership:** This trend will inevitably result in a lack of sustainability for operators to continue to provide high levels of service. However, the county's ability to accommodate new residents and support environmental goals requires that transit stay competitive and grow its share of the overall transportation market.
- **Congestion affects on-time performance and bus operating speeds:** Buses stuck in traffic causes longer travel times and unreliable service for customers; this affects both ridership and the financial sustainability of the bus operators. As operating speeds get slower, more vehicles and drivers are required merely to maintain current frequencies. Simultaneously the service becomes less attractive, resulting in lower ridership and worse productivity. Close coordination between local jurisdictions and transit operators is critical to address this challenge.

Transit Network Recommendations

The Countywide Transit Plan's network recommendations and strategies were developed based on an extensive assessment of the underlying market conditions and location characteristics and are intended to address the challenges described above. The resulting recommendations identify a network of transit corridors throughout the county that have the potential to capture the greatest market share of transit riders.

The 14 corridors that are included in the Vision Network were developed in response to

the evaluation of current transit service, current and forecasted transit market conditions. The evaluation was also informed by other on-going planning studies. It is important to note that Alameda County is a mature transit network, with robust service coverage to most of Alameda County communities. Therefore, Transit Plan network recommendations were not intended to focus on identifying new routes; rather, based on market analyses, these recommendations intend to identify a framework to guide investments in the transit corridors that have the potential to capture the greatest market share of transit riders throughout the county. This information helps to inform where transit funding investments can be made to capture increases in the transit rideshare market.

Further, network capital improvements are identified that can facilitate improved frequency and reliability of services. These recommendations focus on a network of corridors, and this plan recognizes that a critical next step to moving forward will be to focus on specific corridor improvements that can be linked to arterials improvements as identified in Alameda CTC's Multi-modal Arterial Plan and to projects identified in the 2014 Transportation Expenditure Plan. Agency partnerships and public and business outreach will be essential for moving forward any of the recommendations included in this plan. The Plan includes complementary strategies for addressing needs of paratransit services, and design guidelines for transit oriented communities.

In order to accommodate anticipated population and job growth in Alameda County and achieve greenhouse gas emission goals, the efficient and effective transit network envisioned by the Transit Plan is an absolute necessity. Achieving this will require ongoing efforts and partnerships to address the following topics as detailed in the Plan:

- **Improve the efficiency** so that cost increases do not exceed the rate of inflation and that the benefit of dollars invested in transit operations and capital is maximized.
- **Increase investment in transit** to fully develop the corridors identified in the Countywide Transit Plan and to provide the highest levels of service (frequency, span, and coverage) that population and employment densities can support throughout the County.
- **Improve integration of transit service among operators** to provide a truly seamless travel experience for all transit customers regardless of their origin or destination. This includes coordinated routes and schedules, easy to access information of all services provided regardless of operator or mode, and a single payment system using smart cards and mobile payment that do not penalize a customer who needs to transfer between vehicles or providers.
- **Improve integration between transit providers and local, regional, and state government** to construct and maintain infrastructure that provides for fast and reliable transit service supported by high quality pedestrian and bicycle access to transit stations and stops.

The Alameda County transit market shows potential for transit use that is significantly

higher than actual ridership. Population and employment growth will only make this potential higher. The Transit Plan has outlined transit improvements that allow transit to fulfill its promised potential. This approach is fundamental to meeting Alameda CTC and the region's economic and environmental goals.

Staff recommends approval of the Final Countywide Transit Plan.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. [Final Countywide Transit Plan](#) *(hyperlinked to the website)*

Staff Contacts

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Mollie Cohen-Rosenthal](#), Assistant Transportation Planner